

## Abstract of the Disclosure

A bi-fuel internal combustion engine is intended for suppressing consumption of gasoline fuel and reducing exhaust emissions; under ordinary operations, a CNG fuel emitting smaller amounts of NO<sub>x</sub>, HC, CO, and the like as compared with a gasoline fuel, is used as a supply fuel to reduce the exhaust emissions; in this case, a fuel injection device is required for each of the two types of fuel, that is, the gasoline fuel and the CNG fuel and the problem is torque change and fluctuation occurring when the fuel is switched from gasoline to CNG, or vice versa.

Control is provided for correcting a fuel injection quantity, an intake air quantity, and ignition timing when the type of fuel supplied to the engine is switched from one type to another. A single fuel injector is used as both an injector of gasiform fuel and an injector of liquid fuel.